



VDOT Involvement in Land Use

Robert W. Hofrichter
Director, Office of Land Use
June 2, 2016

VDOT Involvement in Land Use – Why?



- The Short Answer: \$
- The Longer Answer: because of the Byrd Act of 1932
 - But that's not really the whole story
- The Even Longer Answer: because land use generates traffic and highways provide access to land
 - Safety
 - Convenience
 - Economic Development

- Local/State Plan and Program Consistency
 - Review local comp plan transportation plan (and amendments)
 - Controlled by § 15.2-2223
- Traffic Impact Analysis (Chapter 527)
 - Provide traffic information on land use proposals
 - Controlled by § 15.2-2222.1 and 24 VAC 30-155
- Secondary Street Acceptance Requirements
 - Requirements for streets to be accepted by VDOT
 - Controlled by § 33.2-334 and 24 VAC 30-92
- Access Management
 - Regulate entrances/connections to state highways
 - Controlled by § 33.2-197 to § 33.2-199 and 24 VAC 30-73
- Land Use Permits
 - Regulate activities allowed to occur on highway R/W
 - Controlled by 24 VAC 30-151 (mostly)
- Junkyard and Outdoor Advertising Control
 - Controlled by Chapter 12 of Subtitle 2 of Title 33.2

http://www.vdot.virginia.gov/info/transportation_and_land_use.asp

APPENDIX F Access Management Design Standards for Entrances and Intersections

APPENDIX B(2) Multimodal Design Standards for Urban Centers

APPENDIX B(1) Subdivision Street Design Guidelines

APPENDIX B Subdivision Street Design Guidelines

APPENDIX A Design Guidelines

VDOT Virginia Department of Transportation

Transportation Efficient Land Use and Design

Land Development Inspection Documentation Practices Manual

VDOT Virginia Department of Transportation

Updated Administrative Guidelines for the Impact Analysis Regulations

2014

Virginia Department of Transportation

Pavement Design Guide for Subdivision and Secondary Roads in Virginia

Secondary Street Acceptance Requirements 2011 Edition

MULTIMODAL DESIGN GUIDELINES

October 2012

Location & Design Division

5

http://www.state_pla

6. Transportation

A safe and efficient mobility transportation system is a limited factor in evaluating arrangements.

Washington County (VDOT), Mountain View. The county works in land harmonious with the Washington County and alternative modes of transportation.

Relationships between transportation and land use planning are coordinated as well as the transportation system that is with primary mode for transportation mobility, accessibility

Washington County Department of Transportation (MPO). The county works in land harmonious with the Washington County and alternative modes of transportation.

Washington County Department of Transportation (MPO). The county works in land harmonious with the Washington County and alternative modes of transportation.

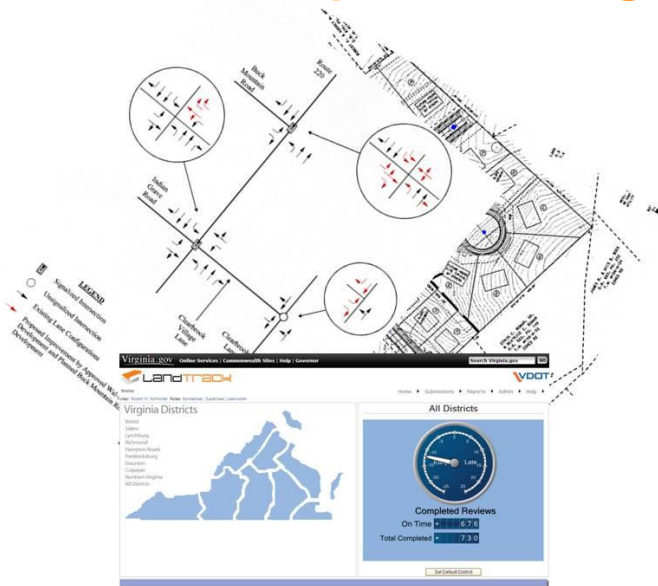
6

Localities to submit Transportation Plans (and plan amendments) to VDOT for review

- Transportation Plan is the transportation portion of the Comprehensive Plan
- VDOT reviews for consistency with VTrans, SYIP, CTB location of routes
 - Consistency means
 - CoSS designations included in Transportation Plan
 - Widening of Major Collectors and above listed in SYIP included in Transportation Plan
 - Projects with CTB location decisions included properly in Transportation Plan
 - Transportation Plan does not include something that would prevent above items
 - VDOT has 45 days to respond to locality

Traffic Impact Analysis Regulations (Chapter 527)

<http://www.virginiadot.org/projects/chapter527/default.asp>



Contact:
Brad Shelton

Land development proposals to be submitted

- Comp Plan actions which “substantially affect transportation”
 - 5,000 additional trips per day; or
 - Materially alter future transportation infrastructure, travel patterns, ability to improve facilities
- Zonings which can be expected to generate
 - 5,000 trips per day (standard threshold)
 - 400 trips per day and at least equals existing traffic on road (for residential development only, low volume road threshold)
- Dependent upon location for rezoning
 - All items meeting above in localities where VDOT maintains the roads
 - Within 3,000 ft of connection to VDOT-maintained highway (within non-VDOT locality)
- Exception: Rezoning that does not increase allowable trips (daily and peak hour) over those allowed under existing zoning

Secondary Street Acceptance Requirements

<http://www.virginiadot.org/projects/ssar/>



Contact:
Lynne Wasz

Secondary Street Acceptance Requirements

Sets out requirements for new streets to come into secondary system

- Does not apply to
 - VDOT-funded projects
 - Grandfathered development (that is covered by Subdivision Street Requirements)
- Street design
 - Road Design Manual
 - Appendix A for functional classification greater than local
 - Appendix B for SSR
 - Appendix B(1) for SSAR
 - Appendix B(2) for Multimodal Activity Centers (in certain localities)
 - Pavement Design Guide for Subdivision and Secondary Roads
- Other critical provisions
 - Connectivity
 - Pedestrian accommodation

Access Management

<http://www.virginiadot.org/projects/accessmgt/default.asp>

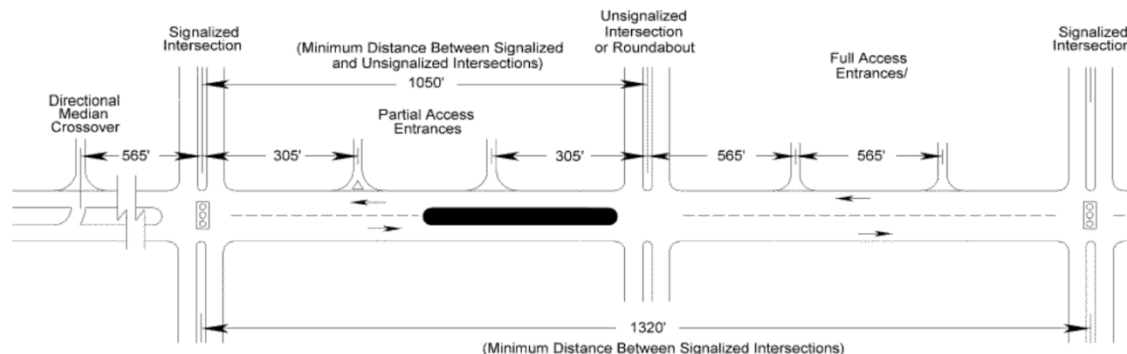


Contact:
Brad Shelton

Regulate entrances and connections to state highways

- Private entrance (§ 33.2-240)
 - 2 private homes, field entrance, low-volume utility use (less than 10 trips per day)
 - No sight distance requirement
- Low Volume Commercial Entrance (§ 33.2-241)
 - Up to 50 VPD
 - Stopping sight distance required
 - Uses private entrance design standards (including spacing)
- Commercial Entrance (§ 33.2-241)
 - All other entrances
 - Intersection sight distance required (may be waived to stopping sight distance)

Regulations and design standards include connection spacing requirements



Example: Principal Arterial with 35 to 45 mph Speed Limit.

Land Use Permits

<http://www.virginiadot.org/business/bu-landUsePermits.asp>



Contacts:
Mutaz Alkhadra
Keith Goodrich

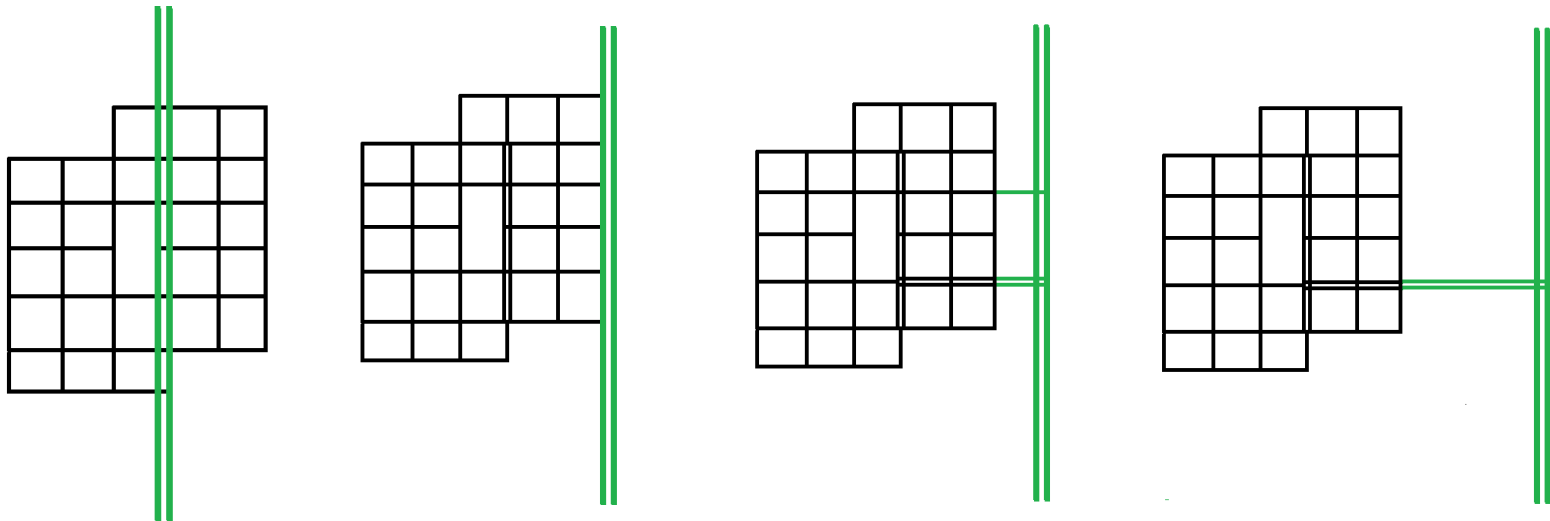
Land Use Permits – 24 VAC 30-151

Permits needed for any activity (except travel) on VDOT Right of Way

- District-wide permits
 - Utility service connections
 - Logging entrances (temporary)
 - Surveying
- Utility permits
- Entrances
- Assorted activities
 - Parades and races that block or stop traffic
 - Motorcycle rides and similar activities do NOT need permits
 - Signs
 - School speed limits
 - Memorials
 - Mobile food vending

“Macro” level

- Location of multimodal development area/UDA/high density area





VDOT Involvement in Land Use